

HISTORIC PRESERVATION, FINE ARTS, CONSERVATION, SCENIC HIGHWAY, PARKWAY and RAISED MEDIAN ELEMENTS

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- TO PROVIDE A
SUITABLE LIVING
ENVIRONMENT...



UNIT 4
OF THE
CARSON GENERAL PLAN

1981

CITY OF CARSON
CALIFORNIA

HISTORICAL PRESERVATION, FINE ARTS
CONSERVATION, SCENIC HIGHWAY,
PARKWAY AND RAISED MEDIAN
ELEMENTS
OF THE
GENERAL PLAN

Prepared by the
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

Revised
December 11, 1981

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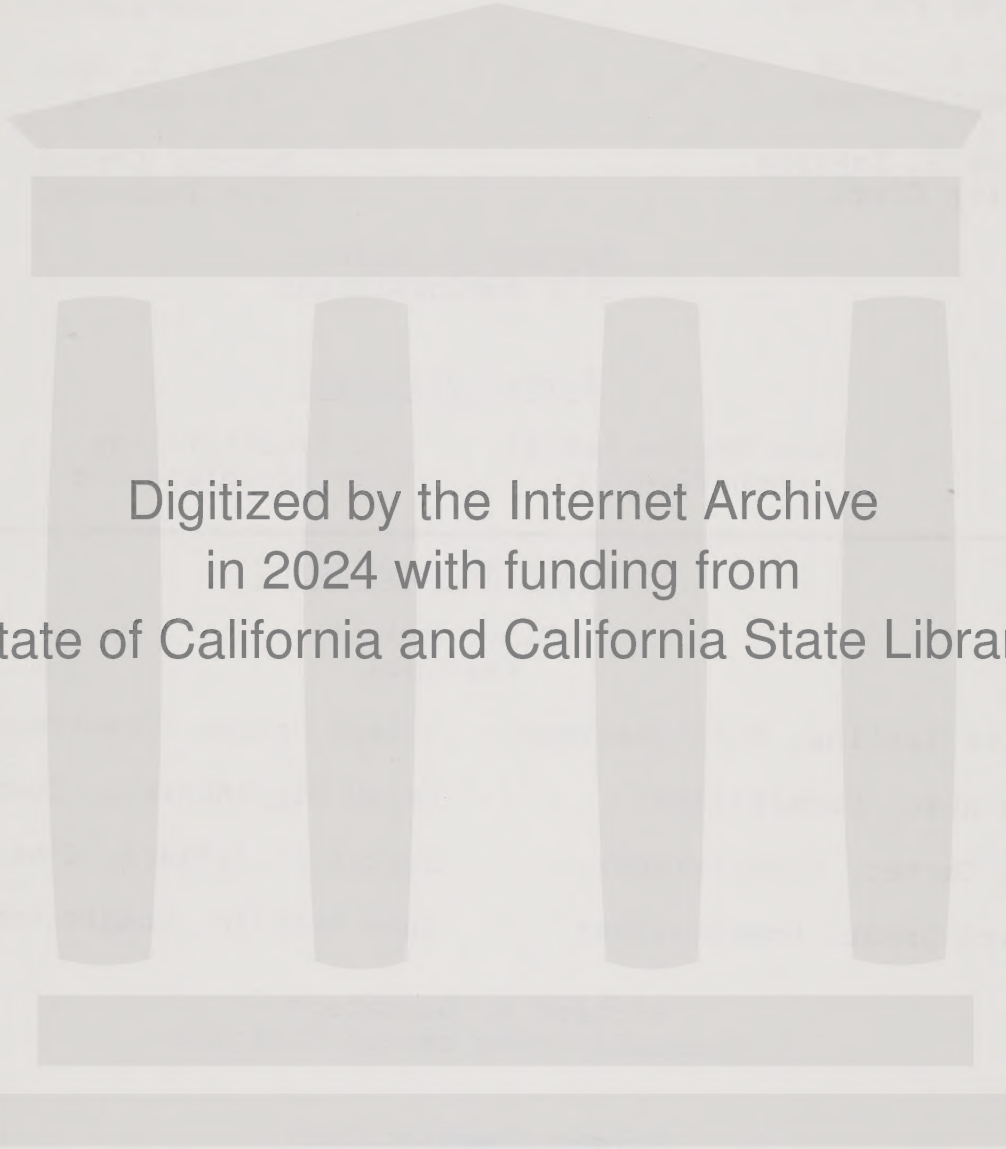
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Planning Commission

and

City Council Actions

The Planning Commission, at their October 27, 1981 meeting recommended certain amendments to the General Plan (Phase II) as set forth in Resolution Nos. 81-596 through 81-613.

The City Council at their December 11, 1981 meeting adopted Resolution No. 81-253 which amended the General Plan as outlined in these documents.

INTRODUCTION

To provide a suitable living environment...

A suitable living environment is one which allows the urban population to maintain contact with its history and origins. The urban environment is man-made. It is the product of industry and technology. It is harsh in many ways and quite remote from the natural comforts and simplicity which characterize country life. Planning for a suitable living environment means introducing and preserving the amenities which soften our habitat and nourish our cultural and natural roots.

The beauty of natural surroundings is a vital component of man's well-being. Equally essential are a sense of history and the presence of works of art. The natural history of urban development has tended to crowd natural phenomena, historical sites and works of great art out of our everyday awareness, denying us the relief from congestion and the peace of mind they offer.

Addressing these issues through comprehensive planning is a relatively recent innovation. Public plans and programs to provide needed amenities have traditionally been limited and compartmentalized. Frequently the momentum for urban beautification has come from voluntary citizen groups. Historic preservation has been the answer of a small group of preservation-minded persons, and art has been the province of museums expected to sustain themselves.

More recently, preservation of open space and natural resources, along with provision of adequate parks and recreational facilities, has become significant components of comprehensive plans. A new awareness of the importance of historic sites and buildings has brought their preservation into the realm of planning considerations. The cost of land and new construction and the attractiveness of some of our older neighborhoods have focused new attention on conservation of existing resources, both natural and man-made.

Today, the provision of a suitable living environment is a major component of planning. Its objective is to lessen the impact of traffic, concrete and glass. Some of the means are highly visible things like landscaping of principal highways, arterial streets and the City's waterways. Others are less obvious.

Preservation of historic sites and conservation of older neighborhoods preserve a sense of our own history and provide variety in the scenery of our developed areas. Public support of

the arts ensures access for all to the living arts such as theater, dance and music, as well as the fine arts, like painting and sculpture.

In the endeavors included in this component of Carson's General Plan, the City is committed to addressing many issues whose effects on our daily lives are subtle or indirect, but their importance cannot be overestimated. The provision of urban amenities reduces the intensity of city living and allows people to keep in touch with nature, history and themselves.

HISTORICAL
PRESERVATION
ELEMENT

HISTORICAL PRESERVATION ELEMENT

INTRODUCTION AND BACKGROUND

The City of Carson is incorporating the Historical Preservation Element into the General Plan at this time. Too often the pressures of development and the desire to build anew have caused us to eliminate traces of the past. The preservation of local historic sites and buildings is one of the goals of the Carson Fine Arts Commission.

Southern California, at one time, was rich in Indian monuments and artifacts and examples of American frontier life. Much of this has been lost to the bulldozer in the course of industrial development and the construction of subdivisions. A growing awareness of the importance of preserving our history has fostered new interest in maintaining older buildings and monuments as part of today's community.

This awareness has given rise to new programs at all levels of government which can aid local efforts at historical preservation. Federal statutes have been enacted which provide tax benefits and financial assistance for a variety of preservation activities to encourage rehabilitation in both commercial and residential areas.

The state of California encourages communities to adopt historical preservation elements as part of their general plans to preserve the communities' heritage. Not only buildings and monuments but natural phenomena are included, such as evidence of the layout of old ranches and ancient trees and flora.

An outstanding example of historical preservation here in Carson is the maintenance of the Suanga Indian Monument located in the Watson Industrial Center. The monument is maintained by Watson Industrial Properties as part of its regular landscaping contract, and the City Council and the Indian Advisory Committee monitor its condition.

The interest of the property owners in maintaining the monument in cooperation with local government is an outstanding example of the joint, public-private approach to historical preservation and other community development activities which are most effective in the United States. The major goal of Carson's historical preservation activities will be to encourage similar joint efforts with other owners of properties of historic significance. Where appropriate, public acquisition may be recommended.

The City will seek to identify all structures and natural phenomena of historic importance relating to the growth and development of the past history of the area. Suitable programs for their maintenance and/or restoration will be considered, continuing the spirit of public-private cooperation.

It is anticipated that the City will also collaborate with California State University-Dominguez Hills through the university's master's degree program in public history and historic preservation. Students enrolled in the program will acquire education and applied skills in the application of historical research to current issues and methods of historic building preservation.

FINE ARTS
ELEMENT

FINE ARTS ELEMENT

INTRODUCTION

The Carson Fine Arts Commission and the Parks and Recreation Department are jointly responsible for fine arts activities within the City. The Parks and Recreation Department provides staff under the guidance of the Commission to sustain the Carson Dominguez Hills Symphony, the Young Life Singers, Los Cabelleros Youth Band, Carson Children's Theatre, Carson Players and Dance Company, and other cultural and artistic events.

Funding to support fine arts in Carson comes from both the City Council and the private sector. As with historical preservation, public-private cooperation is the key to the program's success. Obtaining financing to support these activities is a major responsibility of the Commission.

The goals and programs of the Fine Arts Element of Carson's General Plan are:

GOALS AND PROGRAMS

1. Foster artistic and cultural development within the community.
2. Develop an on-going, public-private partnership to support fine arts.
3. Ensure public access and exposure to fine arts by bringing art to public places.
4. Encourage, develop and promote citizen participation in artistic programs and endeavors.
5. Establish lines of communication between all areas of the Carson community.
6. Foster ethnic and cultural artistic events to reflect the community's diversity.
7. Promote preservation and rehabilitation of historic buildings and sites.

Summary

The Fine Arts Element was originally approved by the City Council with the adoption of Resolution No. 79-111 on June 18, 1979. The updated information contained in this new document is intended to supplement the original document which is still valid.

CONSERVATION ELEMENT

CONSERVATION ELEMENT

INTRODUCTION

The goal of the Conservation Element is to preserve, protect, and improve Carson's environment and ensure that adequate resources are available in the future. Clean air, an adequate supply of clean water, protection against soil erosion and earth subsidence, conservation of land resources, and solid waste disposal are the issues of greatest concern. They are listed as follows:

Clean Air.

Mobile and stationary sources of air pollution create problems throughout the greater Los Angeles area which must be dealt with on an intergovernmental, regional basis. However, each community must do its part to regulate polluting emissions from its decomposing dump sites, transportation vehicles, refineries and various industrial sources.

Mobile and stationary sources of air pollution are regulated at both state and local levels through design and building standards, as well as laws and ordinances regulating waste removal and emissions which cause pollution.

The City has incorporated the following goals and programs to help clean up and maintain the air quality of the community.

GOALS AND PROGRAMS

1. Adopt and enforce the highest standards to control industrial sources of air pollution and odors, and prevent the significant deterioration of air quality in the City.
2. Encourage the adoption of strict standards for mobile and stationary sources of air pollution and odors.
3. Reduce the effects of automobile pollution on the community by encouraging increased use of public transportation and strict enforcement of emission control standards on all gasoline-powered vehicles.
4. Support the research and development of alternative fuels and vehicles which may operate on non-toxic alternative fuels.

5. Consider possible variations in work scheduling (such as the use of car pooling and van pooling for public employees and flex-time) to help alleviate traffic congestion at peak times which contributes to air pollution.
6. Ensure and make available the proper mixture of housing for the people working in the City of Carson.
7. Reduce the sources of odor and pursue the strict enforcement of odor offenders.

Water Supply

The City must maintain an adequate water supply of acceptable quality to serve its residents. This entails protection against contaminants such as industrial waste, untreated sewage, flood run-off and heated water discharge, as well as developmental controls, water reclamation and encouragement of inland water recreation facilities.

The City cooperates with county-wide agencies in flood control and sewage removal and treatment activities. The Dominguez Water Company and the Southern California Water Company cooperate in maintaining an adequate water supply of high quality.

The City should develop the following programs to protect the quality of local water resources:

GOALS AND PROGRAMS

1. Encourage the public utilities to restrict the types of uses to which lands along water routes can be put.
2. Propose that more meaningful standards for drinking water be formulated.
3. Regulate development so that excessive loads are not placed on sanitary facilities.
4. Coordinate with relevant county agencies to regulate upstream industrial waste discharges.
5. Continue and intensify Environmental Commission studies to determine detrimental effects of waste disposal.
6. Devote greater efforts to public education programs regarding street cleanliness.

7. Ensure construction of storm drain facilities when additional funds are made available.

Soil Erosion and Earth Subsidence

Owing to its relatively flat character, Carson has no severe erosion problems. However, during the rainy seasons, soils have been washed away in the Dominguez Hills area. To protect against this erosion, the City has established grading requirements for all hillside developments. Subdivision maps are reviewed by the Geology Division of the County Engineer's Office and major developments will be assessed for their impact.

Earth subsidence may occur in sanitary landfills and oil well fields. Sanitary landfills are monitored and will be studied extensively prior to all new development to minimize the danger of collapse. Oil fields are subject to state regulation, and a program of injecting water into extraction areas is in effect.

Conservation of Land Resources

The General Plan recommends improved standards of development and operation with redevelopment and renewal wherever necessary. In order to effect the preservation of local land and mineral resources, the following recommendations are made:

GOALS AND PROGRAMS

1. Determination of community's blighted areas will be made.
2. Development of a positive program to improve blighted areas should be created.
3. Developers should be required to dedicate open space in their subdivisions under the 1965 Quimby Act.
4. Model oil and gas conservation regulations should be adopted by the appropriate governing bodies.
5. Oil wells now operating contrary to model conservation practices should conform or be amortized.
6. The City's present emergency policies should be determined and defined.

7. All levels of government should encourage and participate actively in the planning, development and operation of a coordinated open space system.
8. Multi-use of power line and flood control easements for recreational purposes should be encouraged.
9. Positive steps must be taken to replace deteriorating and substandard structures throughout the City, to rehabilitate structures falling into disrepair and to conserve structures meeting minimum standards.
10. A high percentage of the City's commercial use is in the form of strip commercial development. There are some businesses that are highway-oriented and do well on highway locations, i.e., new and used car sales, gas stations, restaurants, motels, plant nurseries and other uses requiring large parcels of land. Uses such as retail sales and services require close proximity to other similar businesses to capture the consuming public. When these uses locate in a commercial strip, they are often marginal businesses because of low sales volumes. Carson has more of this type of commercial land use than the area can adequately support. Conversion of these to highway-related uses is recommended.
11. Prior zoning patterns have allowed conflicting uses in close proximity without adequate separation and development standards. Updated zoning will, in time, eliminate this problem and prevent future occurrences, as will improved development standards help to eliminate conflicts.
12. Programs should be encouraged which clean up visual pollution from overgrown vacant lands, unsightly dismantling yards and deteriorating commercial and residential areas.

Solid Waste Disposal

Recommendations for further reducing the adverse impact of solid waste disposal on the environment are as follows:

GOALS AND OBJECTIVES

1. Encourage a more efficient and economical mode of transporting solid waste.

2. Encourage the initiation of programs for the recycling of reclaimable solid waste wherever public and/or private demand for the salvaged material is warranted.

Summary

The conservation activities summarized here, along with the City's efforts to control noise, maintain and redevelop older areas of the City, separate industrial and residential uses and separate traffic from residential areas, are all part of its program of maintaining a suitable living environment. They are on-going activities which will expand as research and development of new regulatory techniques expand man's ability to control the environment.

The Conservation Element and Planning Problems and Community Blight Element were originally approved by the City Council with the adoption of Resolution No. 71-181 on December 6, 1971. These Elements are a portion of the original General Plan document, and the updated information contained in the new document is intended to supercede and replace that portion of the original General Plan document in all aspects.

SCENIC HIGHWAY
ELEMENT

SCENIC HIGHWAY ELEMENT

INTRODUCTION

In 1971, the State Legislature mandated the addition of a Scenic Highway Element to all general plans for the "development, establishment and protection of scenic highways" throughout the state. The Scenic Highway Element provides the opportunity for local government to develop objectives and criteria for the beautification of official scenic corridors. The definition of a scenic corridor is "the visible land area outside the highway right-of-way and generally described as the view from the road."

Official scenic highways are designated by the State Scenic Highway Advisory Committee after plans have been adopted and submitted by local jurisdictions. The proposed and officially designated scenic highways are outlined on the Master Plan of State Scenic Highways which is published on an annual basis. At this time there are no official scenic corridors designated within or near the boundaries of the City of Carson.

The criteria developed by the state for selecting scenic highways are mainly for the preservation and development of rural scenic corridors of great natural beauty, such as mountain, river or bay front highways and urban areas of unusual scenic beauty and architectural or historical value.

While there are no designated scenic highways in Carson, the City has adopted as one of its objectives the beautification of views along its roads. At present, the City is effectuating programs for the continued development and beautification of the community.

Programs implemented to achieve this aim include the following:

GOALS AND PROGRAMS

1. Architectural review of buildings and signs to be located in the Civic Center, redevelopment areas and other environmentally sensitive areas.
2. Undergrounding utilities in new subdivisions to eliminate overhead wiring and interference with trees.
3. Providing parkway trees along local streets and highways.
4. Providing landscaped median dividers on selected streets and highways.

5. Expanding the City's underground utility districts wherever economically feasible.
6. Abating nonconforming billboard signs.
7. Promoting the establishment of adequate city entrance and/or monument signs, including the identification of the Olympic Velodrome and California State University-Dominguez Hills as appropriate.

These programs are designed to enhance the view from major highways and freeways. In addition, the state of California Department of Transportation (Caltrans) has programs to install landscaping on the freeway system, on a priority basis, particularly adjacent to residential areas. Caltrans also installs sound-attenuating walls on a priority basis. In all cases, the main purpose of the walls is for sound reduction; however, since Caltrans uses a variety of masonry material and, in some cases, wood molding in the construction of the freeway walls, many of the structures are decorative in nature. In some areas, depending on the topography, walls may be elevated by earth berms, and landscaping is planted to effectively screen portions of the walls.

Summary

The Scenic Highway Element was originally approved by the City Council with the adoption of Resolution No. 75-020 on February 3, 1975. The updated information contained in the new document is intended to supercede and replace the original document in all aspects.

PARKWAY
ELEMENT

PARKWAY ELEMENT

INTRODUCTION

The City of Carson is committed to the maximum utilization of the parkway strips as a means of beautifying the overall view from the streets and highways and screening traffic from adjacent land uses.

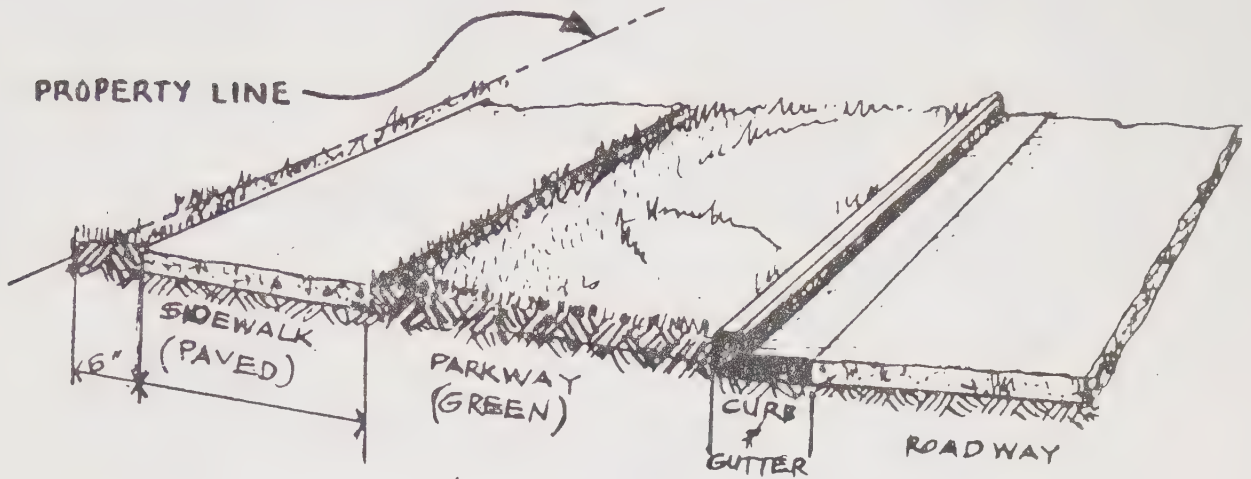
Parkway design and configuration is closely related to considerations of pedestrian circulation and access. Where sidewalks are necessary and desirable to provide a safe separate thoroughfare for pedestrian circulation, the area between the roadway curbs and the property lines (i.e., the parkway strips) will have less landscaping and greater sidewalk area. In certain designated areas of the City where sidewalks are not necessary, the entire parkway strip between the roadway curb and the property line will be available for landscaping purposes.

The public right-of-way is the strip of land between private property lines on both sides of the street, and this area is reserved for public thoroughfare. Motor vehicles and bicycles utilize the roadway, which is the paved area between the curbs on a fully-developed roadway. The parkway strip is the remaining area on both sides and is utilized for pedestrian and landscaping purposes. Bicycles are not permitted to use the sidewalks, except in certain designated areas as permitted by the Public Works Director. A pedestrian is classified as any person who is afoot or who is using a means of conveyance propelled by human power (wheelchair, stroller, etc.) other than a bicycle.

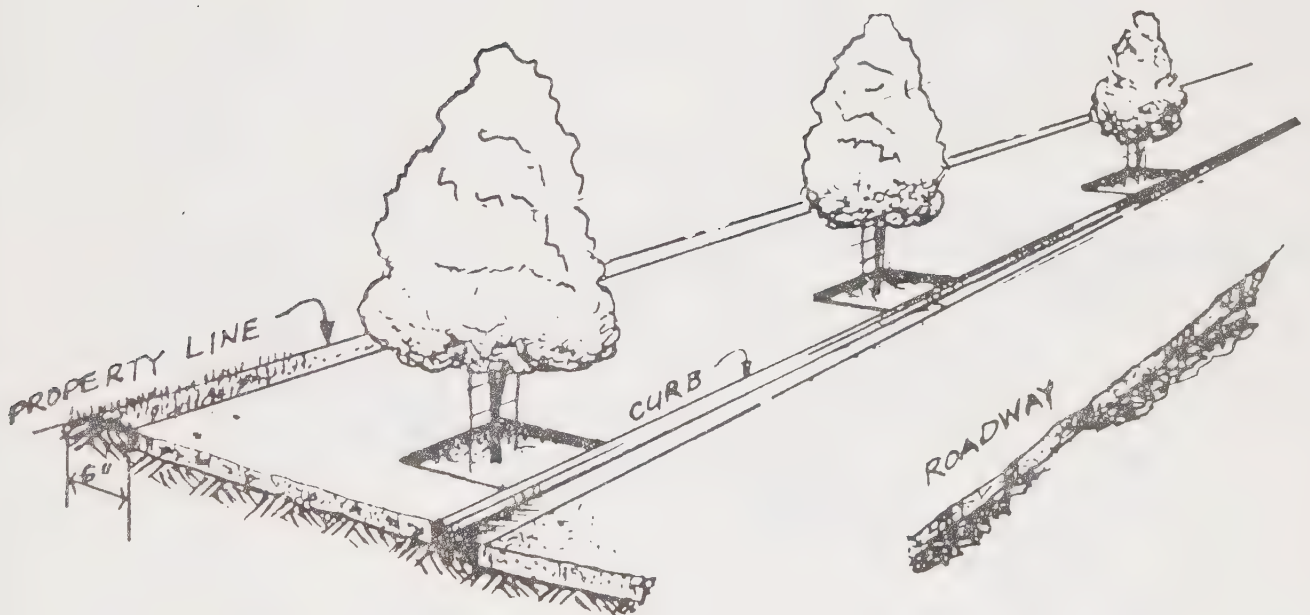
The City has developed guidelines for the type and width of parkway strips in all areas of Carson. The requirements differ with individual zoning and land use designations. The priority for parkway design is primarily based on pedestrian safety. The need for sidewalks governs over that of landscaping and is based on probable pedestrian volume generated by specific area characteristics. Accepted parkway configurations are designated for various areas in the City of Carson as follows:

- Low and Medium Density Residential Areas. A minimum width sidewalk is placed in the rear portion of the parkway section, six inches from the property line, leaving a landscaping strip between the back of the curb and the sidewalk. Parkway trees are located in the areas reserved for landscaping.

- High Density Residential and Commercial Areas. A full-width sidewalk is placed between the back of the curb and the rear portion of the parkway section, six inches from the property line. Parkway trees are located in tree wells, which are built into the sidewalk and fitted with tree well covers.

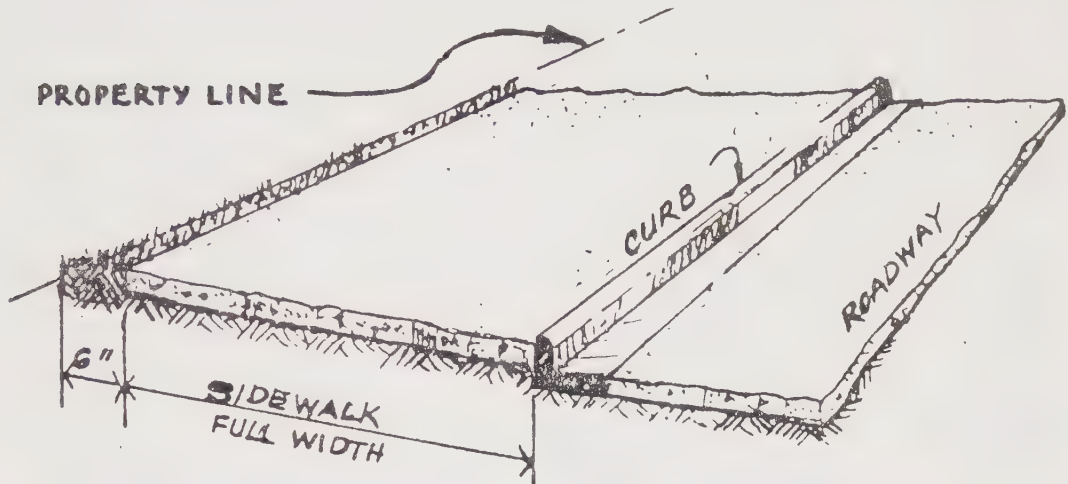


SIDEWALK WITH PARKWAY BETWEEN
THE SIDEWALK AND CURB

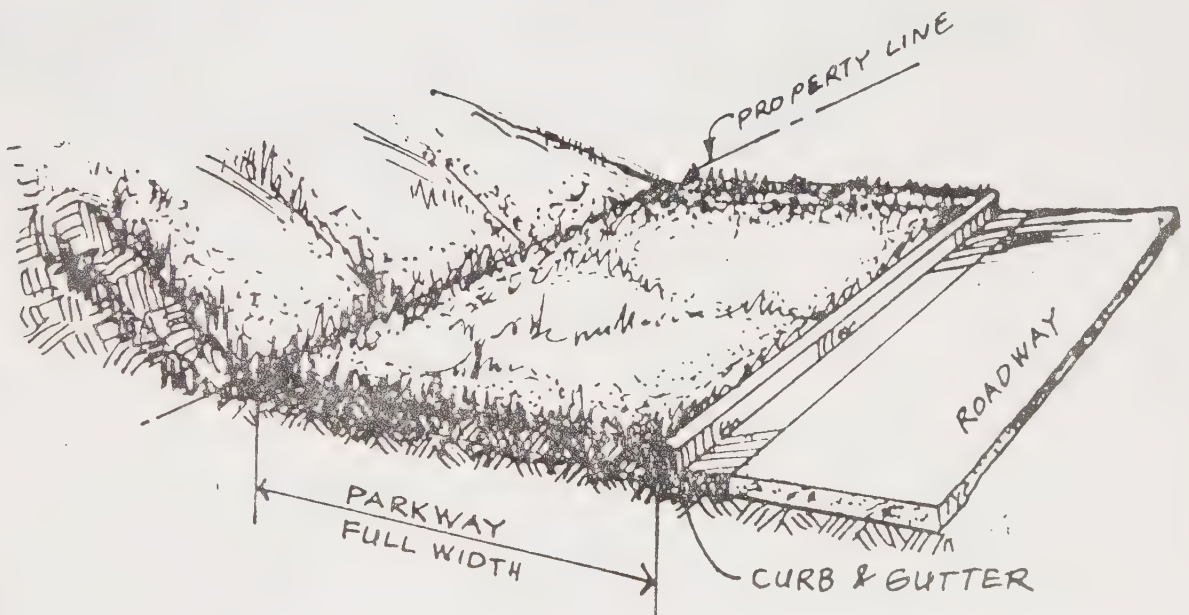


FULL WIDTH SIDEWALK WITH TREE
WELLS NEXT TO THE CURB

- Industrial Areas. A full-width sidewalk is placed between the back of the curb and the rear portion of the parkway section, six inches from the property line, except in those areas designated on the Parkway Map as areas where sidewalks are not required. In these areas, landscaping shall be installed with a permanent irrigation system.

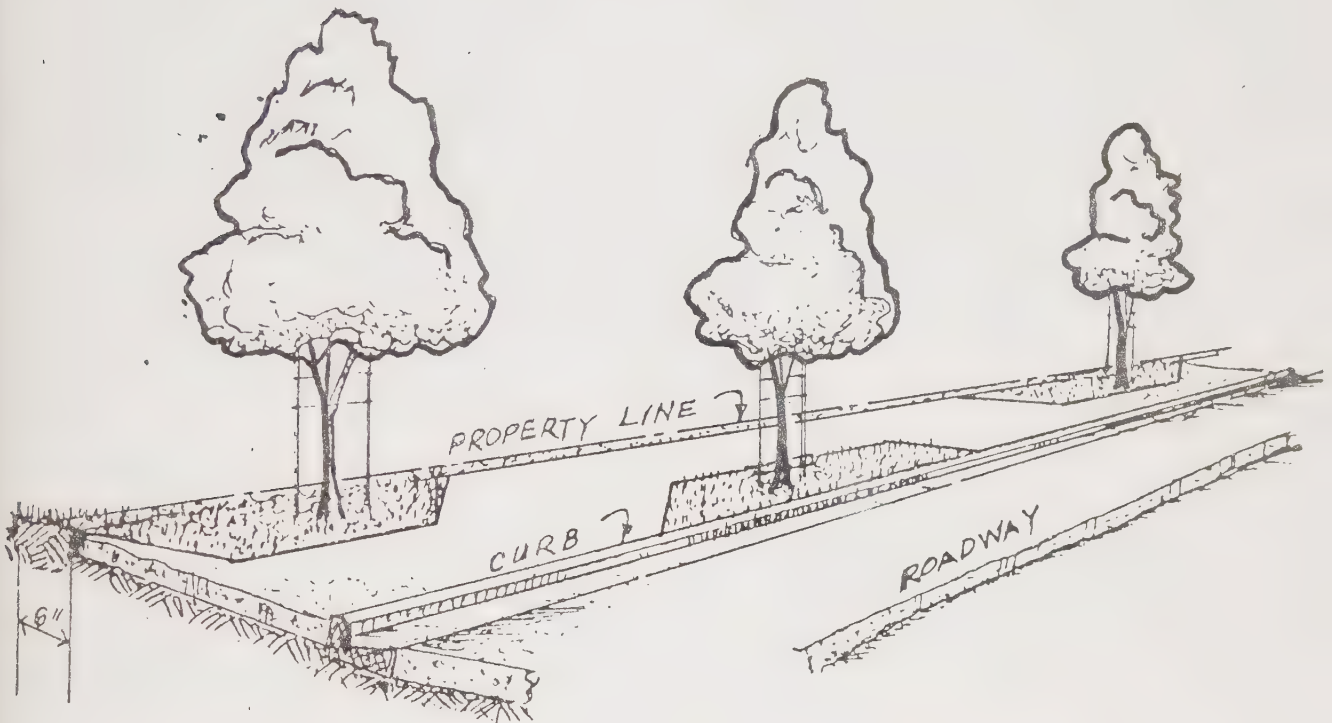


FULL WIDTH SIDEWALK FROM
PROPERTY LINE TO CURB



FULL WIDTH PARKWAY FROM PROPERTY LINE TO CURB
IN AREAS WHERE SIDEWALKS ARE NOT REQUIRED

- Special Development Areas. A meandering sidewalk is placed between the back of the curb and the rear portion of the parkway section, six inches from the property line. The meandering sidewalk is a modification of the full-width sidewalk design, with trapezoidal landscaping areas placed alternately at the front and rear of the parkway section, at 50 foot intervals.



MEANDERING SIDEWALK

It should be noted that, in areas where service roads are constructed, the appropriate sidewalk design configuration should be constructed along the side of the service road adjacent to the adjoining lots, and the other side of the service road should be landscaped.

- City Recreational Parks. Variations to sidewalk design configurations are acceptable for all city parks to provide flexibility for aesthetic patterns along city park frontages. The parkway design variations are subject to the approval of the Public Works Director.

Included in the Parkway Element is a Parkway Map outlining designated areas where sidewalks are not required and where landscaping with a permanent irrigation system shall be substituted. This map is intended to be utilized by City staff as a guide and is not considered to be inclusive of all areas in the City. As subdivisions create new industrial streets not designated on the map, the Public Works Director is authorized to determine and recommend which industrial streets shall require sidewalks and which streets shall be provided with landscaping.

The criterion used in determining whether areas should not require the construction of sidewalks is if it can be established, in all probability, that there will be no pedestrian activity in the area which would require the construction of sidewalks for safety or need.

Summary

The Parkway Section of the Circulation Element was originally approved by the City Council with the adoption of Resolution No. 76-196 on September 20, 1976. The document is now designated as the Parkway Element, and the updated information contained in this new document is intended to supercede and replace the original document in all aspects.

RAISED MEDIAN ELEMENT

RAISED MEDIAN ELEMENT

INTRODUCTION

The City of Carson is incorporating the Raised Median Element into the General Plan at this time. This document is intended to promote greater attention and emphasis on the importance of raised median dividers in the design and construction of our streets and highways. The primary purpose of raised median strips is to separate the heavy volumes of traffic moving in opposite directions. As traffic volume on local thoroughfares increases, an emphasis on traffic safety dictates the need for minimizing the conflicts between the through-traffic and turning or crossing traffic.

Raised medians provide protection to turning vehicles through the provision of separate left-turn lanes, and they provide definitive alignment for proper vehicle paths. In addition to the safety benefits, raised medians also provide an opportunity to use landscaping to beautify the environment by softening the harshness and glare of the paved streets and highways.

The public right-of-way is the strip of land between private property lines on both sides of the street, and this area is reserved as a public thoroughfare. The roadway is the paved area between the curbs on a fully-developed street or highway.

In some areas of the City, service road islands are developed on a portion of the public right-of-way and are used to separate the major thoroughfare from a frontage road which accommodates only local traffic. It should be noted that all streets and highways in the City of Carson, other than the state freeway system, are basically divided into the following classifications:

STREET AND HIGHWAY CLASSIFICATIONS

- Major Highway. The street normally consists of a minimum 100-foot right-of-way with 84 feet from curb to curb.
- Secondary Highway. The street normally consists of a minimum 80-foot right-of-way with 64 feet from curb to curb.
- Collector Street. The street normally consists of a minimum 60-foot right-of-way with 36 feet from curb to curb.

- Local Street. This category includes all remaining streets not classified as Major Highways, Secondary Highways or Collector Streets.

Landscape designs should be incorporated into raised median configurations where it is deemed practical and feasible to provide such facilities. It is the policy of the City to provide the most intensely landscaped raised medians around the Civic Center, Carson Mall and California State University-Dominguez Hills. As the raised medians extend toward the City boundaries, the landscaping is gradually reduced. Near the perimeters of the City, except when they are main entry points, the medians are treated with a minimum amount of landscaping.

Generally, the greater the amount of paving, the less the cost of installation; however, the reverse is usually true if the dominant portion of the raised median divider is landscaped. The design of median dividers ranges from totally landscaped medians to unlimited variations in landscaping and paving. Costs for each type of construction vary; therefore, it is important that minimum criteria be utilized by the City in evaluating the design and installation of all raised median dividers to ensure the safety and economic feasibility of each project. The design criteria are listed as follows:

RAISED MEDIAN DESIGN CRITERIA

1. All raised median dividers with left-hand turn lanes should be a minimum of 14 feet in width and the raised median directly adjacent to the left-turn lane should be a minimum of four feet in width. All curbs surrounding raised medians should be approximately eight inches above the roadway pavement.
2. Street lighting standards may be provided on the raised median divider; however, such street lighting should not be constructed within 150 feet of any street intersection, and all existing street light standards which do not meet this criteria should be removed or relocated.
3. The raised median dividers should be provided with street name signs wherever feasible. These signs should be consistent with the aesthetic theme of the raised median design and should be provided in advance of all dedicated streets. No additional signs shall be permitted on the medians, except those signs needed for traffic control and safety purposes.

4. Median divider openings should be located to minimize the points of conflict between through-traffic and left-turn or cross traffic. Openings should normally be permitted at all dedicated City streets, except alleys, low volume cul-de-sacs, low volume residential streets, offset intersections or where traffic safety dictates otherwise.
5. Median divider openings should be allowed only on the basis of a need for access as demonstrated by traffic volumes. Generally, the distance between median openings should be no less than one-quarter mile nor more than one-half mile distance. Mid-block openings should not be allowed unless all of the following conditions exist:
 - The median opening is not less than 660 feet from any intersection with a major or secondary highway or collector street.
 - The median opening is not less than 530 feet from any intersection with a local street.
 - The median opening is not less than 510 feet from any other existing or proposed mid-block median opening.
 - The distances, as specified above, are based on left-turn pocket lengths of 250 feet for major or secondary highway intersections and 150 foot pocket lengths for local or collector street intersections and mid-block median openings. The distances should be greater if the projected left-turn traffic volumes indicate a need for longer left-turn lanes. All distances are measured from the centerline of intersection to the centerline of median opening.

The Raised Median Element includes a Raised Median Map and list of streets and highways designated for the development of raised median configurations. The map and list are intended to be utilized by City staff as a guide and are not considered to be inclusive of all areas in the City. As land is developed and new streets are constructed and existing streets improved, the Public Works Director is authorized to determine and recommend raised median design and configurations for such areas in consistency with land use development, safety factors and other specific considerations. The list is designated as follows:

LIST OF STREETS AND HIGHWAYS
DESIGNATED FOR RAISED MEDIANS

Figueroa Street

Alondra Boulevard to Lomita Boulevard

Broadway

Alondra Boulevard to Main Street

Main Street

Alondra Boulevard to Lomita Boulevard

Avalon Boulevard

Alondra Boulevard to Bonds Street (Los Angeles Harbor Railway)

Central Avenue-Vera Street

City of Carson Boundary (future extension) to Del Amo
Boulevard and East 213th Street to Carson Street

Wilmington Avenue

Victoria Street to Lomita Boulevard

Alameda Street

Dominguez Street to Lomita Boulevard (extended)

Santa Fe Avenue

Del Amo Boulevard to San Diego Freeway

Alondra Boulevard

Figueroa Street to easterly City of Carson boundary (except
that portion in the city of Compton)

Walnut Street

Figueroa Street (future extension) to Main Street, and the
Southern California Edison transmission lines to Central
Avenue

Albertoni Street

Figueroa Street to 1600 feet east of Avalon Boulevard

Victoria Street

Figueroa Street to Wilmington Avenue

190th Street

Avalon Boulevard to Wilmington Avenue

Del Amo Boulevard

Harbor Freeway (future extension) to Susana Road

Carson Street

Harbor Freeway to Santa Fe Avenue

223rd Street-Wardlow Road

Harbor Freeway to McHelen Avenue (except that portion in the city of Los Angeles)

Sepulveda Boulevard

Harbor Freeway to City of Carson boundary

Lomita Boulevard

Harbor Freeway to Avalon Boulevard and Wilmington Avenue to Alameda Street (future extension)

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